

INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

Hungary

Road Data/Bridges

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All all weather road (24) ran from Nagykanizsa north-northeast to Tapolca. The same type all weather road (24) ran from Nagykanizsa eastward to Kaposvar. Two more all weather roads (24) ran from Békéscsaba eastward to Buda and another ran from Nagykanizsa eastward to Buda via Szeged.

All of the above roads were classed as highways and were constructed for heavy usage. They were from 12 to 16 meters wide. The roads were used extensively to haul military and other type supplies and were considered the best roads in Hungary. Heavy tanks weighing 50-60 tons could travel on these all weather roads.

The subbase of the all weather roads consisted of natural clay and sand. The road base consisted of large crushed rocks and stones with the next layer of asphalt which was approximately two inches thick. The only section of the all weather roads which was not asphalt covered but macadam surfaced ran from Nagykanizsa to Buda via Békéscsaba, however it had the same road base as the other roads.

Two concrete-steel bridges were located between Nagykanizsa and Tapolca. They were over two lanes wide and were in excellent condition. The capacity of these two bridges was from 50 to 60 tons.

There were three concrete steel bridges between Nagykanizsa and Kaposvar. They were in good condition and also over two lanes wide. The capacity of these three bridges was also 50 to 60 tons. A concrete steel bridge was located south of Buda and spanned the Drava River. During World War II this bridge was damaged but was completely rebuilt. This bridge was over three meters in width and approximately 100 meters in length. The road from Buda ran to Virovitica which was in Yugoslavia. At this same section, during World War II, there was a railroad bridge which ran near the concrete steel bridge but it was destroyed during the war and was never rebuilt.

All the above all weather roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road. The roads were inspected periodically and maintained by assigned highway crews. The terrain through which these roads ran was hilly and in some sections rocky.

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